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## Classic giants merge

Two of the leading supporters of classic racing and manufacturers of racing parts and complete classic racing motorcycles, Molnar Precision Limited and Two Wheel Classics, have merged.

In an exclusive statement to *Classic Racer*, Two Wheel Classics owner and founder Jim Blomley said: "TWC will get a lot bigger and be able to introduce new things thanks to Andy's (Molnar) expertise and I see a very bright future. This deal really

suits me and I will be able to spend more time around racing without the day-to-day work involved in running TWC.

"I will be staying involved as a consultant and you will see a very special Molnar Ducati, which is still under wraps, at classic meetings next year."

All at *Classic Racer* wish Jim Blomley a happy semi-retirement and Andy Molnar every success. Both companies have been loyal supporters of, and friends to, this magazine.



## HERE'S THE NEW AJR TSS 350 MK2

It's a bit of art wrapped up as a replica

Fifty years ago, in 1969, Bultaco presented the TSS 350 Model 29, a simple road-racing bike by design, which was well-received due to its light weight and fantastic stability.

This TSS was a larger evolution of the famous Bultaco TSS 125 and 250 that were economical and effective weapons in national championships all over the world in the 1960s and 1970s. They also provided the springboard to compete in the world championship for international pilots like Dan Shorey, Tommy Robb, Barry Sheene, Luigi Taveri, Eugenio Lazzarini, Jean-Pierre Beltoise, Jack Findlay, Kevin Cass and Barry Smith, to name a few, but in the hands of Ginger Malloy the 350 obtained its best results. The formula for Bultaco was always the same: mechanical simplicity and great performance. However, with the arrival of the Japanese production road-racing bikes in the early 1970s, Bultaco disappeared from the starting grid.

The story continued 25 years later with the advent of AJR Motorcycles, a project of two industrialists passionate about classic racing motorcycles: Armando Molí and Javier Pérez de Vega. They were joined by Freddy San Juan, thus

forming the team that developed the 'AJR TSS 350 Replica', a bike that followed the guidelines of the original model and was accepted in most of the European championships, being a very competitive option at a good price. They were only excluded by some organisations that had protectionist regulations implemented to favour local or specific brands and riders. A batch of around 60 AJR motorcycles were originally sold and ultimately, over time, they have become collectors' items – worth more than their original purchase price. Some of them never turned a wheel on the track and are kept in private collections as works of art.

Another 25 years later (2018) – as the original TSS 350 turned 50 years old, the future of AJR was in doubt due to Armando's retirement. This was resolved with the sale of AJR Motorcycles, including all the spares, tooling, and trademark rights, to the industrialist Vicente Ballester – a keen Bultaco enthusiast and collector. He incorporated the AJR company into the Blumaq group, well-known in the world of construction machinery components for their product quality and

## A roller-coaster ride

To be honest it's hard to take in that the Classic Racing Motorcycle Club is heading for its 40th birthday!

Like so many more riders, and machine owners, I had parked my Seeley G50 in the dining room and continued to plough on with anything I could get a ride on in my (vain) attempt at Isle of Man TT success.

Then one evening a phone call from Alan Cathcart (just shows how long we have been friends Alan) brought about a whole new class of racing. We attended the fabled Donington Park Redgate Lodge meeting and, like a lot more, I signed up for what sounded like it might be good fun on the old banger.

The following year, 1980, saw the blossoming club run its first meeting at Snetterton. Can you imagine that happening these days? Clearly Sir Alan had some serious contacts. Trying to recall what happened 40 years ago raised a few interesting facts that with the passing of time had drifted to the back of my tired old brain.

In 1980 my Mk3 Seeley G50 was just 10 years old and already it was a classic. Maybe the CRMC needs to introduce a class for 2010 superbikes?

I had also forgotten most (well, all actually) of what happened at the first meeting, but while searching for programmes and photographs I clearly had a good weekend with photos of laps of honour wearing winner's laurels appeared from the Wheeler archive (a shoe box).

However, I clearly remember the 1981 Race of the Year at Snetterton. What a weekend that was, with six wins on Cleve Brightman's Aermacchi and my, by then, 11-year-old Seeley G50.

But the high spot was being the first winner of the Syd



Lawton Trophy on the 'macchi and actually presented to me by the man himself. What a lovely man Syd was.

That's why I make no apology for the photograph that editor Tony has insisted I use with this column. I think the lad is struggling to imagine I was ever that young, fit and fast. Please feel free to delete as you think appropriate.

Another Classic TT, Festival of Motorcycling and Manx Grand Prix has passed, and what a rollercoaster of an event it was, with unbelievably bad weather for practice, incredible racing in both the Classic and the MGP, and utter tragedy.

I make no apology for a large part of Paddock Gossip being taken up with events on Mona's Isle, which happened during the two weeks and since. We have an exclusive interview with Paul Phillips, the top man when it comes to the TT and the Classic TT, in which he is very frank and open. I hope it dispels some of the gossip doing the rounds in the classic world.

For me, what was going to be the hardest thing to do was to write a tribute to young Chris Swallow. Julie and I have been good friends with the Swallow family for 50 years. But after a heart-wrenching telephone conversation with Bill, which purely by chance took place on our daughter Suzanne's birthday – we lost Suzanne 12 years ago – Bill agreed to write his own personal thoughts, which we share here.

*M. Malo*

excellent customer service. Taking advantage of the production and technical expertise of Blumaq, with Omar Piquer as technical director of the project, the processes have been modernised and the entire production process has been made more efficient.

Despite being a small production, all the components have been redrawn and improved as needed to achieve the objective: a faithful and accurate replica of the beloved

Bultaco TSS with improved performance and reliability to offer maximum satisfaction to the owners who use them in classic motorcycle championships.

The new AJR TSS 350 MK2, available since the beginning of 2019, has already proven its effectiveness this season with numerous victories.

For more information visit [www.ajrmotocicletas.es](http://www.ajrmotocicletas.es) or Facebook: @replicaTSS350